

# STAGE ALL SET FOR FIRST FISHERMEN'S CLASSIC SATURDAY

## STAGE ALL SET FOR FISHERMEN'S RACE

(CONTINUED FROM PAGE ONE).

the Shepherd Stores, Boston and Providence, and will consist of rollicking sea songs played by a 17-piece orchestra and informative talks on Gloucester and the Fishermen's Races.

After the declaration of Secretary Wilnot A. Reed that ticket distribution this year is too much of a task to be handled by any one man, a vigorous discussion followed. It was finally decided that the chairman should appoint a committee of seven, whose names shall not be given out in order that they may not be harassed by continual pressure from those wanting tickets.

All applications for tickets must be made in writing to Secretary Reed or his secretary at the Master Mariners' rooms. These will be handed over to the secret committee, whose members will allocate the available accommodations on boats as fairly as possible.

### Col. Prentiss to Award Prizes.

It was announced that arrangements have been made for the presentation of prizes at the Firemen's concert and entertainment at Stage Fort park on the evening of Labor Day. Col. John W. Prentiss will present the prizes. The crews of the schooners and the race committee will parade from the Master Mariners' rooms to the park, a fire truck carrying the winning crew.

Secretary Reed announced that he had written again to Secretary of the Navy Charles Francis Adams, urging him to be in Gloucester for at least one day of the races. He also read a letter from W. M. Dennis of Halifax, member of the International Fishermen's Race Committee, expressing regret at his inability to be present for the races this year.

Congressman A. Piatt Andrew, who was present last night, stated that he would try to make arrangements to hold over the navy boats in the event that the races continue beyond three days.

Chairman Fred E. Morris of the finance committee announced that the race fund is within \$2000 of its \$20,000 goal.

### Mr. Lufkin Takes Chair.

At this point in the meeting, Chairman Wetmore Hodges informed the committee that he was compelled to leave today for the West, to be gone a month. He designated as his successor, Collector W. W. Lufkin, who then took the chair. On motion of W. Norman Fisher, a vote of thanks was given Mr. Hodges for his services as chairman.

For the sailing committee, Henry F. Brown reported that the programs will be ready for distribution late this af-

## Event Will Start at 10 A. M. with Time Limit of Seven Hours---Col. Prentiss To Award Prizes

The Race Committee held its final meeting last night at the rooms of the Master Mariners' Association on Main street and completed details for the racing between four fishing vessels which starts on Saturday. Announcement of plans for radio broadcasts this evening, tomorrow and Friday under committee auspices and the decision that a secret committee of seven shall handle the ticket distribution for boats following the races were the most important features. A committee was appointed also to take up with the Eastern Point Yacht Club the matter of a conflict in the yachting schedule with the scheduled races.

### The Schedule.

Races will start at 10 o'clock and there will be a time limit of seven hours for the 37 5-8 miles course. The starting schedule follows:

9 a. m.—Hoisting of course signals on the committee boat.

9.30 a. m.—Hoisting of warning signal, a red flag.

9.45 a. m.—Lowering of warning signal and hoisting of preparatory signal, a white flag.

10 a. m.—Lowering of course and preparatory signals and hoisting of starting signal, a blue flag.

A gun or whistle will be used to call attention to signal.

The first of the radio programs, entitled "Down to the Sea" will be put on the air this evening from 6.15 to 6.30 by Stations WNAC and WEAN.

(CONTINUED ON PAGE EIGHT).

ternoon or tomorrow morning. He stated that the course will be marked by buoys with red flags and that the starting marker will be anchored in the harbor. An observer will be placed aboard each of the racing schooners.

Mr. Hodges announced that assurance had been received from Lawrence Wilder of New York, owner of the yacht Inglemar on which Norman A. Ross has signed as captain, that Capt. Ross will be relieved of his new duties so that he may sail the Elsie in the fishermen's races. He stated that Mr. Wilder had offered the use of his yacht to the race committee, and a committee consisting of Kellogg Birdseye and the sailing committee was named to confer with Mr. Wilder on the use to which the Inglemar will be put.

### Race Courses Conflict.

It was brought out by George F. Sullivan, which it is planned to use as a press and sailing committee boat. Word was received this morning by Secretary Reed that the Coast Guard will send the cutter Tuscarora, which will be assisted in patrolling the course by four 75-footers from Bases 5 and 7.

Secretary Lawrence J. Hart of the Chamber of Commerce announced completion of plans for an information tent on Western avenue, to be open from 8.30 a. m. to 8 p. m. on the days of the races. There visitors may learn where to watch the races, and how to get there. There will also be available lists of rooms and hotel facilities in Gloucester. Mr. Hart also stated that 200 directional arrows will be posted Thursday afternoon, pointing the most direct routes to shore points from which the races may be seen.

### Ready for Trial.

The schooner Progress is scheduled to go out today for her first trial, according to Marion Cooney, who has had supervision of the preparation. Capt. Manuel Domingo, an owner and skipper of the schooner, will be at the helm.

Thomas S. Gorton, in command of Capt. Wallace Parsons, also is slated to have her official trial today. She will go out at about 1 o'clock in the afternoon, according to Thomas J. Carrou of the Gorton-Pew Fisheries, her owners.

Sch. Elsie and Arthur D. Story went out for trial spins Sunday, the Story having been out previously on Thursday and Saturday of last week. Both vessels handled satisfactorily, according to their skippers. Capt. "Marty" Welch, who had the opportunity once again to get his fingers wrapped around the Elsie's wheel-spokes, was particularly pleased with the way his old war-horse behaved and predicts that the schooner that beats her will sail the best race she has ever sailed.

Yesterday the Arthur D. Story was hauled on Burnham's railway for scraping and painting.

Aug 29

## LIGHT RECEIPTS HERE TODAY

**LARGEST FARE LANDED AT THIS  
PORT BY THE BEAM  
TRAWLER YALE.**

Receipts of fish continued light here this morning, the arrivals being confined to one shore boat and a beam trawler. No mackerel receipts were reported, either here or at Boston. The beam trawler Yale arrived direct from the grounds with 84,000 pounds of fresh fish for the General Seafoods Corporation. Three gill netters lifted yesterday, securing a total of 7000 pounds. The only other arrival was a shore trawler.

### Gloucester Arrivals and Receipts.

The arrivals and fares in detail:  
Str. Yale, beam trawling, 84,000 lbs. fresh fish.

Boat 873C, trawling, 3500 lbs. fresh fish.

Boat LaPaloma, trawling, 3500 lbs. fresh fish.

Boat William Landry, gill netting, 2500 lbs. fresh fish.

Boat Agnes and Myrnie, gill netting, 2000 lbs. fresh fish.

Boat Enterprise, gill netting, 2500 lbs. fresh fish.

Sch. Mildred Silva, via Boston.

Sch. Evelyn G. Sears, via Boston.

Boat Lucia, via Boston.

### Sailed.

Sch. Herbert Parker, dragging.

Boat St. Rita, seining.

Boat Bethulia, seining.

Boat Hoop-la, seining.

### Changing Over.

Schs. Evalina M. Goulart, Evelyn G. Sears, Mildred Silva and Mary M., will shift over from swordfishing, the three former for dragging, and the latter for mackerel netting. Boat Robert and Edwin which is being made ready for fishing, will go mackerel netting and then probably shift over to gill netting.

### Lost His Fog Horn.

Capt. Frank Bartolino of the boat Robert and Edwin, reported to the police this morning that someone had stolen the fog horn from the boat while she was lying at the former Walen wharf.

## ANOTHER BIG DAY AT BOSTON

**GROUND FISH RECEIPTS AGAIN  
OVER MILLION-POUND MARK  
—NO MACKEREL.**

A fleet of 22 craft tied up at the Boston fish pier when trading began this morning. Receipts were ground and flat fish with the exception of two fares of swordfish. Fares aggregated 747,000 pounds of groundfish, 255,000 pounds of mixed fish and 166 swordfish. Prices were lower.

### Boston Arrivals.

The arrivals and fares in detail:

Str. Comber, 57,000 haddock, 5000 scrod, 3000 cod, 20,000 mixed fish.

Str. Albatross, 10,000 mixed fish.

Str. Princeton, 80,000 mixed fish.

Boat Bettina, 43,000 haddock, 4000 cod, 3300 mixed fish.

Boat Nina B., 36,000 haddock, 36,000 cod, 6200 mixed fish.

Boat Frances C. Denehey, 58,000 haddock, 24,000 cod, 8000 mixed fish.

Sch. Edith C. Rose, 55,000 haddock, 9000 cod, 3200 mixed fish.

Sch. Eleanor Nickerson, 42,000 haddock, 41,000 cod, 4000 pollock.

Sch. Angie B. Watson, 12,000 haddock, 29,000 cod, 2000 pollock.

Sch. Ellen T. Marshall, 37,000 haddock, 39,000 cod, 12,000 hake, 11,000 pollock.

Sch. Henrietta, 15,000 haddock, 29,000 cod, 2000 hake.

Sch. Hesperus, 35,000 haddock, 32,000 cod, 12,000 hake, 9000 pollock.

Sch. Angie L. Marshall, 4000 haddock, 31,000 cod.

Sch. Eva M. Martin, 16,000 cod, 2500 hake.

Sch. Liberty, 62 swordfish.

Sch. Vasco da Gama, 104 swordfish.

Boat Two Pals, 11,000 mixed fish.

Boat Two Brothers, 6000 mixed fish.

Boat Automatic, 3600 mixed fish.

Boat Alphonso, 1500 mixed fish.

Boat Joseph D'Ambrosio, 5800 mixed fish.

Boat Mayflower, 7000 mixed fish.

Haddock, \$2.50 to \$3.50; large cod, \$2.50 to \$3; market cod, \$2.25; hake, \$1.25; pollock, \$1.25; cusk, \$2; gray sole, 4 cents per lb. lemon sole, 5 cents; black backs, 2 1-2 cents; yellow tails, 2 1-2 cents; dabs, 2 1-2 cents; swordfish, 12 cents to 24 cents; catfish, 6 cents.

### N. S. Dried Fish.

For some time past Europe has been flooding the Brazil and Havana markets with dried fish at prices, which our exporters could not meet. Her prices too in Oporto have been less than those of Newfoundland. Recently, however, she has announced an advance in her prices, but whether she has secured any business at these advanced prices we do not know. The deduction to be made from this is that the future tendency of the market should be upward, and the local trade so view it at the present time. Havana unfortunately is still over-stocked, but it should clear up presently. The most encouraging thing so far as Lunenburg fish are concerned is the present demand from the West Indies. Havana as we have said is dull and so too is Porto Rico as a result of losses inflicted by the hurricane last year, but all other markets seem to be buying quite freely and there now seems to be no doubt among exporters that their stocks of the late spring catch will be well cleaned up by the time the summer catch is ready for marketing.

The news from the Lunenburg fleet now on the banks is good; some vessel have already reported for a catch of 2000 quintals and that fish are plentiful. It looks now as though the total for the summer trip might be greater than it was last year. Whether it will bring as high a price is, however, another question. Last year the fishermen got \$9 per quintal for the catch of this trip, but in view of the experience of the exporters who paid this figure it is doubtful if they will be able to secure it again this year. The of exporters on the catch of last year's summer trip averaged 75 c. per quintal.—Maritime Merchant.